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The Chosen(Korean) Railway

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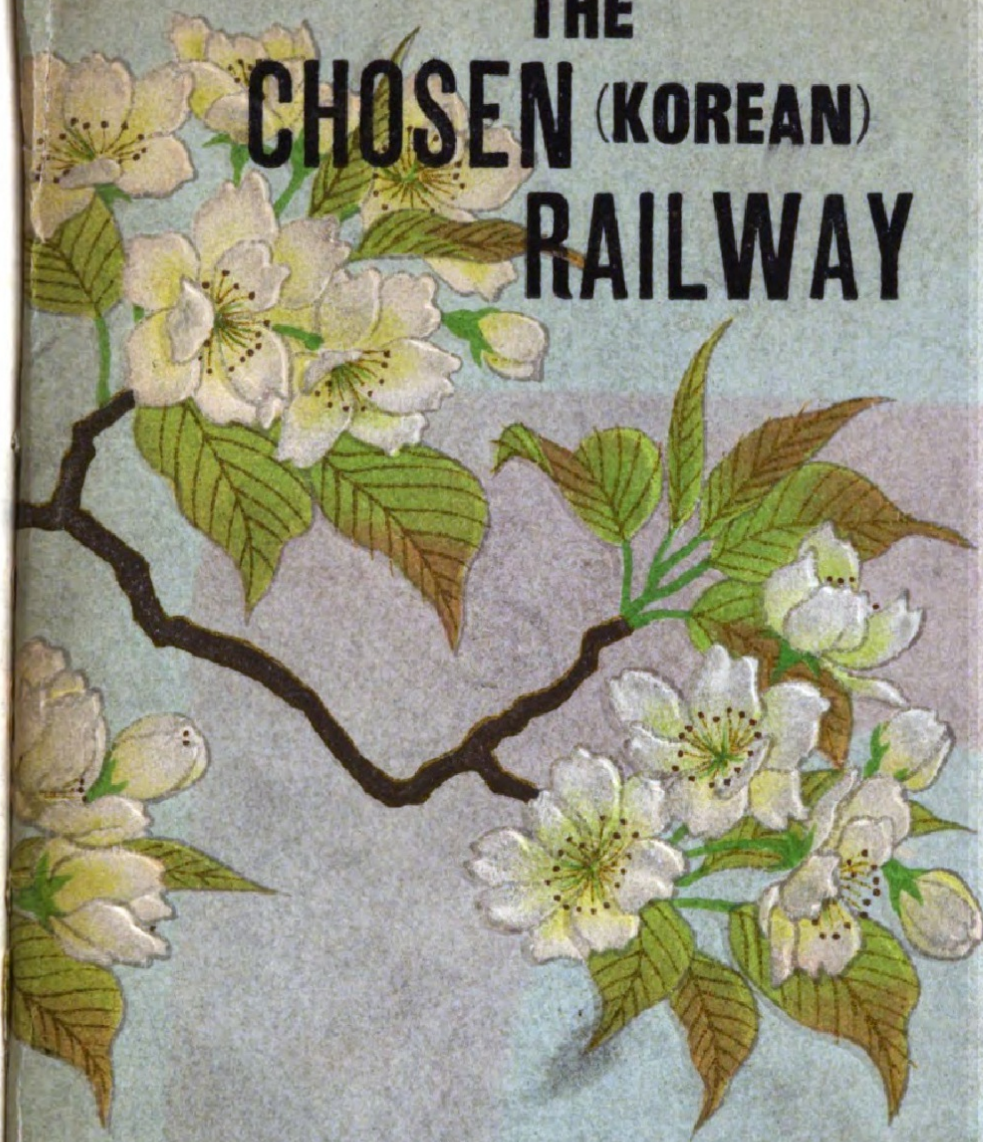
THE LIBRARIES



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THE CHOSEN (KOREAN) RAILWAY



**THE RAILWAY BUREAU OF THE
GOVERNMENT-GENERAL OF CHOSEN**



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CONTENTS

	PAGES
General Information	1
Connection at Termini	2
Trains and Cars	4
Express Trains	4
Fusan-Changchun	4
Express Extra Tickets	5
Sleeping-Car Tickets	6
Fusan-Antung	7
Keijō (Seoul)-Jinsen (Chemulpo)	8
Ordinary Trains	8
Sanrōshin-Masan, Taiden-Kunsan, Ryū- zan-Rensen, Heijō-Chinnampo, Kōshū- Kenjiho, &c... ..	8-9
Sleeping-Cars, Dining-Cars, Reserved Cars or Compartments, Special Conductors and Train Boys	9-11
Fares and Tickets	11
Classification of Tickets, Availability of Tickets, Stop-overs, Junctions, Com- mutation Tickets, Season Tickets, Return Tickets, Discount Tickets for Passengers in Parties, Free Luggage,	

OCT 25 1950

	PAGES
Ordinary Rates for Parcels, Valuable Goods, Bicycles, Perambulators, &c., Small Animals, Dogs, and Storage ...	11-24
Miscellaneous...	24
Ticket Agencies, Inquiry Offices, Cloak Rooms, &c	24-27
A Guide to the Railway Trip	
A Trip from Fusan to Keijō (Seoul) ...	31-55
A Trip from Keijō to Antung	55-67
Appendixes	
Fare and Mileage Table	
Map of the Chōsen (Korean) Railway	

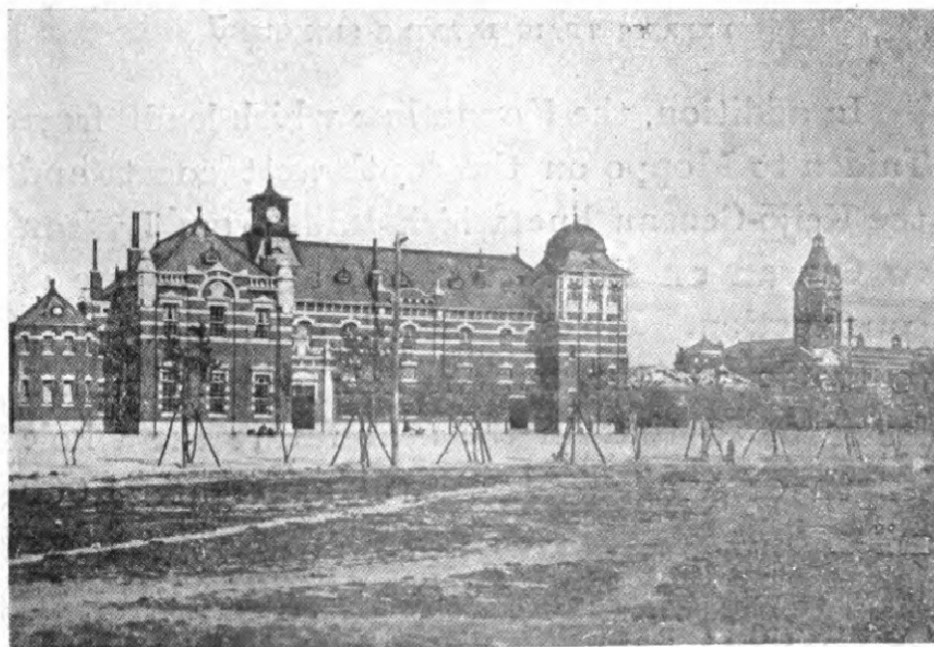
Aug., 1912

The Railway Bureau of
the Government-General of Chōsen,
Ryūzan, Chōsen.

THE CHOSEN (KOREAN) RAILWAY

GENERAL INFORMATION

ALL the railways of the Government-General of Chōsen are of standard gauge and at present have a length of about 800 miles. The main line starts at Fusan, passes through Taikyū, Taiden, Ryūzan, Keijō (Seoul), Kaijō, Heijō (Pyongyang), &c. and terminates at Antung beyond the River Yalu which forms a natural dividing line between Chōsen and China.



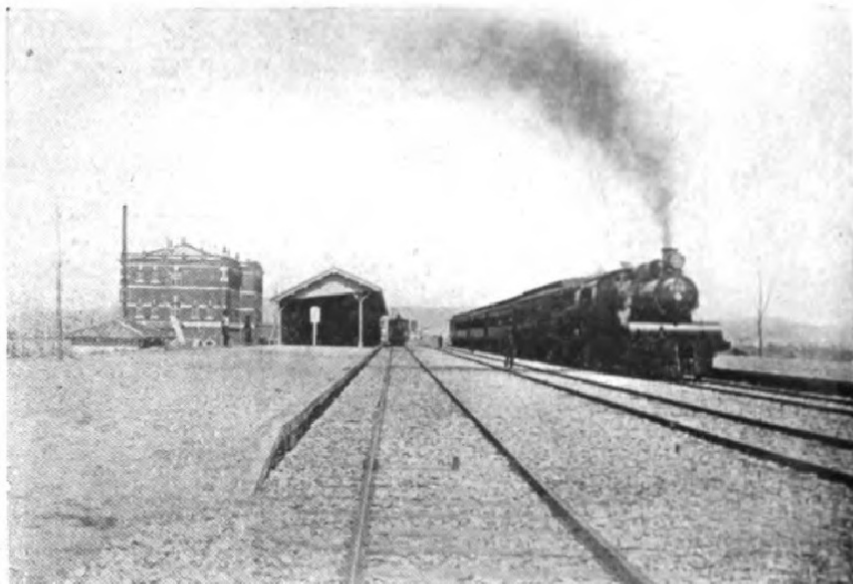
RAILWAY STATION, FUSAN

Branch lines ramify to Masan, Kunsan, Jinsen (Chemulpo), Rensen, Chinnampo, &c.

The main line open to traffic is divided into two sections, namely :—

THE KEIJŌ—FUSAN SECTION ;

THE KEIJŌ—ANTUNG SECTION.



EXPRESS TRAIN LEAVING SHINGISHŪ

In addition, the Konan line which leads from Taiden to Moppo on the south-west coast, and the Keijō-Gensan line which leads from Ryūzan to Gensan on the east coast, are in course of construction. Parts of these lines are now open to traffic and the work is being rapidly pushed forward, so that in the near future the whole length of available lines will aggregate 1,000 miles.

Connection at Termini

The Keijō-Fusan and Keijō-Antung lines are joined at Ryūzan and form a trunk line throughout the peninsula, extending from Fusan in the

south to Antung in the north-west. In the north, connection is made at Antung by the railway bridge newly completed across the River Yalu with the Mukden-Antung branch of the South Manchuria Railway, which joins the main line at Mukden, thence to Peking via the Imperial Railway of North China. The tri-weekly express trains between Fusan and Changchun which are run in connection with the trains for Europe via a branch line of the Chinese Eastern Railway, have lately been put into operation.

In the south, the ferry service between Fusan and Shimonoseki is maintained twice a day by the Imperial Japanese Government Railways' steamers fitted with every up-to-date accommodation for the comfort and safety of passengers.

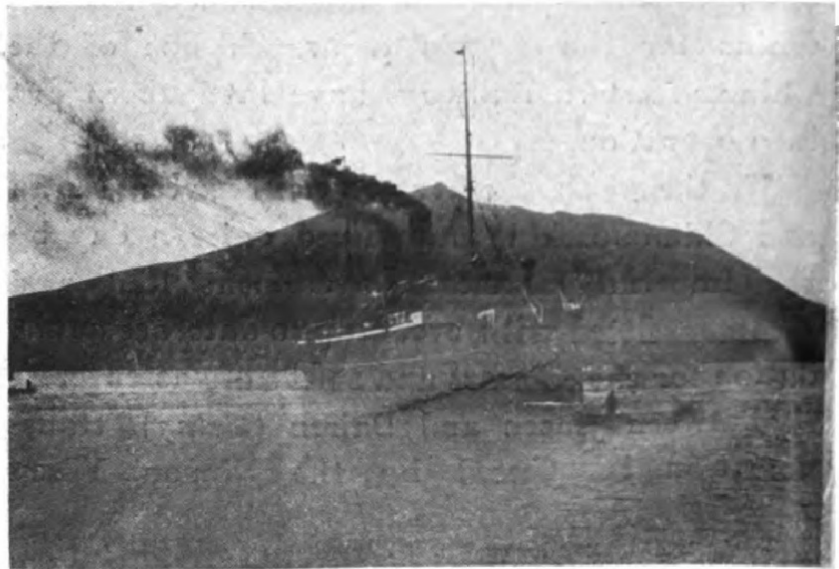
Between Jinsen and Dairen (Dalny), transportation is effected by the Nippon Yusen



NEW PIER, FUSAN

Kaisha's and Osaka Shōsen Kaisha's liners six times a month.

The Chōsen Railway, thus forming the shortest overland route between Japan, Chōsen and Europe, and one of the most important trunk lines of the round-the-world traffic, is expected to draw many passengers from Europe to Japan and vice versa.



S. S. "SAKURA-MARU" (A FUSAN-SHIMONOSEKI FERRY STEAMER)

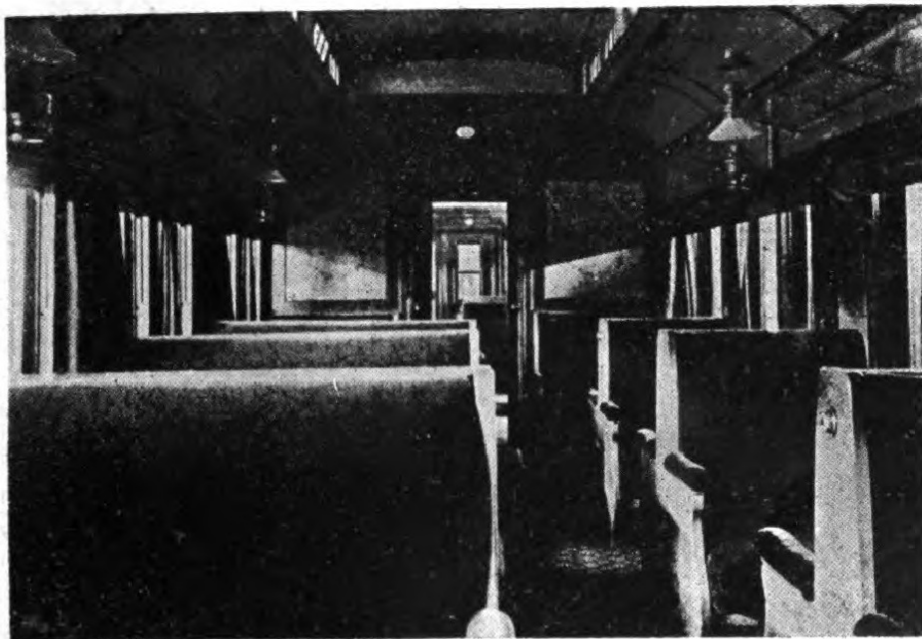
TRAINS AND CARS

Express Trains

FUSAN-CHANGCHUN

RIWEEKLY through express trains which take 1st class, sleeping- and dining-cars only, are run in both directions.

Passengers travelling between the Far East



INTERIOR OF 1ST CLASS CAR

and the West should note the following special remarks :—

EXPRESS EXTRA TICKETS

Passengers on these trains are requested to purchase Express Extra Tickets in addition to the ordinary fare tickets.

The charges are as follows :—

Under 200 miles, ¥2.00

Under 500 miles, ¥3.00

500 miles and over, ¥5.00

Children under four years of age travel free ; and those of four years and under twelve, at half fare.

An Express Extra Ticket is good for one continuous ride only.

The Extra charge paid will not be refunded unless some accident or defect on the road prevents the train from running and the

passengers are compelled to leave the train.



INTERIOR OF SPECIAL CAR

SLEEPING-CAR TICKETS

A sleeping-car is attached to each of these trains and the accommodation is obtainable by paying the following charges:—

Fusan or Nandaimon—Antung..... ¥ 5.00

Shingishū or Antung—Changchun.. ¥ 5.00

Fusan—Changchun..... ¥ 8.00

Children under five years of age for whom a separate berth is not required, are free of charge: those under four, who use separate berths, are charged fares provided for children for ordinary fare tickets and Express Extra Tickets, in addition to full charges for sleeping-berths. A berth can be used only from 9.00 p. m. till 8.00 a. m. on the following day.

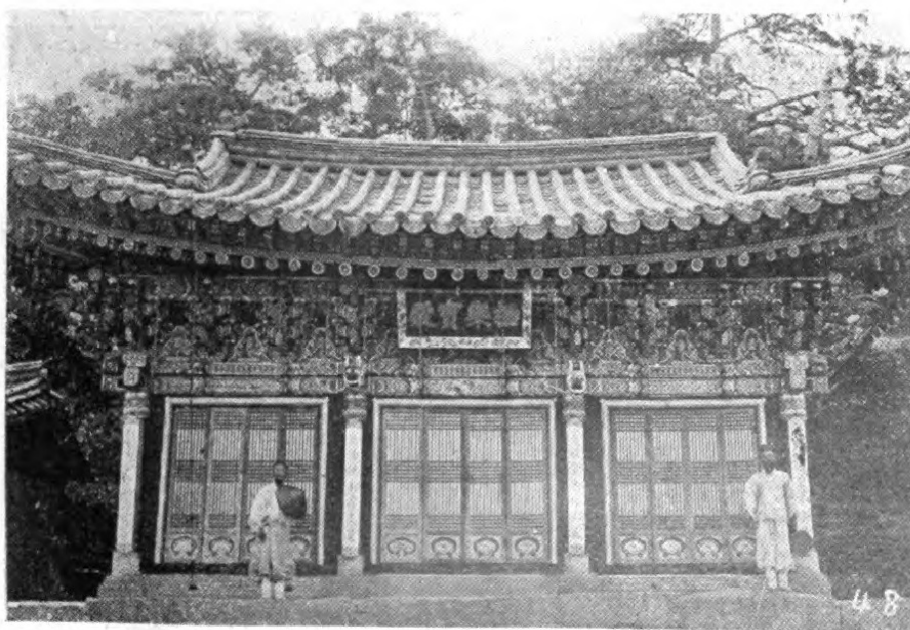
In order to secure reservation, passengers are requested to make application for their berths in

advance ; however any vacant berths may be secured on the train, if desired.

In case of accident to the sleeping-car, the whole of the charge paid will be refunded, provided that the time during which the berth was used, is less than half the time for which the ticket was available. Otherwise, no refundment will be made.

No stop-over is allowed and violation of this rule renders the sleeping-car tickets void.

Noon in Chōsen corresponds with 11.00 a. m. in Manchuria.



A TEMPLE NEAR KEIJŌ (SEOUL)

FUSAN-ANTUNG

Besides the above service, two daily express trains are run, morning and night, between Fusan and Keijō, and one between Keijō and Antung. In other words, in addition to the morning express train from Fusan to Keijō and vice versa, the night service starts from Fusan

and proceeds to Antung and the train leaving Antung for Fusan every morning turns into the night service from Nandaimon (Keijō). Sleeping-cars (Berth charge : ¥ 4.00) are attached to the express trains running through between Fusan and Antung.

KEIJŌ-JINSEN (CHEMULPO)

Express trains besides six ordinary trains in both directions make three trips daily between these two places. At Yeitōho and Ryūzan, these trains are regularly connected with the aforesaid express trains on the Keijō-Fusan and the Keijō-Antung lines.

N. B. Cars of all classes are attached to the above express trains on this section.



KIISAN (SINGERS)

Ordinary Trains

SANRŌSHIN-MASAN

Trains make five return trips a day. At

Sanrōshin, these trains make close connections with those on the Keijō-Fusan line.

TAIDEN-KUNSAN

(A portion of the projected Konan line)
Trains make three return trips daily.

RYŪZAN-RENSSEN

(A portion of the projected Keijō-Gensan line)
Trains make two return trips daily.

HEIJŌ-CHINNAMPO

Trains are run thrice a day in each direction.
N. B. Ordinary trains on the above four sections take no first class cars.

KŌSHŪ-KENJIHO

Trains are run thrice a day from each end.

HEIJŌ-JIDŌ

Trains are run twice a day in each direction.
N. B. Third Class tickets only are issued for the above two sections.

Sleeping-Cars

Sleeping-cars with the latest accommodation are attached to the triweekly through express trains between Fusan and Changchun, and also to the through express train between Fusan and Antung.

Dining-Cars

Dining-cars provided with excellent equipment under direct railway management, are

attached to the triweekly express between Fusan and Changchun. Express trains on the Keijō-Fusan section take dining-cars on which European meals are served on the à-la-carte plan. European meals are also obtainable on the express trains between Keijō and Antung as well as the through trains between Fusan and Antung.



CORRIDOR OF COMPARTMENT
SLEEPING-CAR IN THE CHŌSEN-
MANCHURIA EXPRESS TRAIN

Reserved Cars or Compartments

Cars or compartments may be reserved on payment of a sum equivalent to the charges for two thirds of the seats. If more than two



DINING-CAR IN THE CHŌSEN-
MANCHURIA EXPRESS TRAIN

thirds of the seats are occupied, the additional fare must be paid.

Special Conductors wearing red bands round their arms are on duty on every express train on the Fusan-Keijō or-Antung Section to render passengers any assistance.

Train Boys wait on passengers in 1st and 2nd class cars only.

FARES AND TICKETS

(3rd class fare)

2 Sen per mile.

1st and 2nd class tickets are issued at rates increased by 150% and 75% of the 3rd class fare respectively.

No money will be refunded nor allowance made for any tickets lost, mislaid, or not used.

Children under four years of age are conveyed free; those of four years and under twelve are charged half fare.

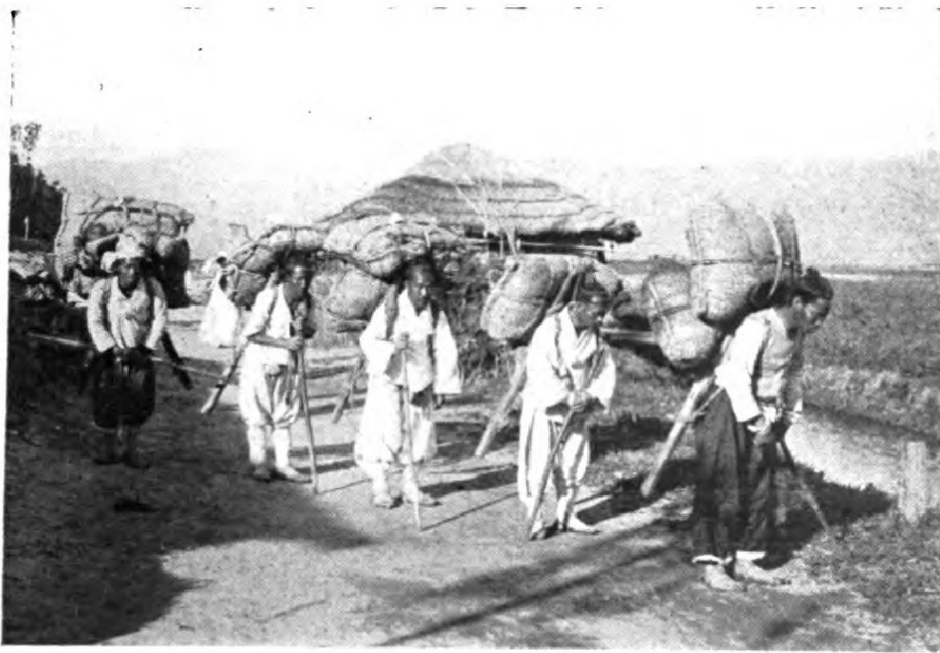


UPPER CLASS NATIVES

Availability of Tickets

Tickets for not exceeding 50 miles...the day of issue only;

Tickets for over 50 and not exceeding 100



COOLIES CARRYING CEREALS

miles.....two days (including day of issue).;
 Tickets for over 100 miles.....one day is
 allowed for every additional 100 miles or
 fraction thereof.

Stop-overs Passengers may break their journey



DINING UTENSIL PEDDLERS

at any of the regular stop-over stations mentioned below, within the time-limits of their tickets :—

Fusan	Sōryō	Kiho	Sanrōshin
Fusanchin	Mitsuyō	Taikyū	Kinsen
Yeidō	Waikwan	Taiden	Chōchi-in
Ten-an	Seikwan	Heitaku	Suigen
Yeitōho	Ryūzan	Nandaimon	Kaijō
Shimbaku	Shari-in	Kōshū	Heijō
Shin-anshū	Teishū	Sensen	Shingishū
Antung			



AN ANCIENT IMAGE

Junctions

Sanrōshin for the Masan line.

Taiden for the Taiden – Moppo (so-called
Konan) line (partly completed).

Yeitōho for the Jinsen line.

Ryūzan for { the Keijō-Fusan line.
the Keijō-Antung line.
the Keijō-Gensan line (partly
completed).

Kōshū for the Kenjiho line.

Heijō for the Heijō-Chinnampo and Jidō
Colliery lines.



FISHING IN WINTER

Commutation Tickets

For those who make frequent trips between two stations on certain sections of the lines, commutation tickets are issued at a reduction of about 20% of the regular fares; each book of tickets, available for 90 days, contains coupons for 25 trips.

No commutation tickets are issued for children.

Season Tickets

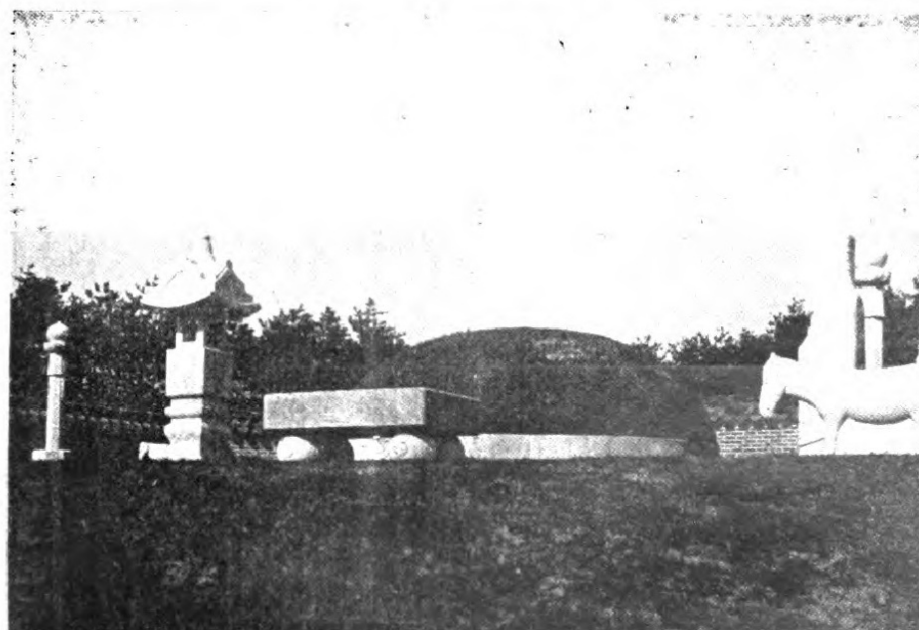
For the benefit of passengers who make return trips frequently between any two stations on the lines, season tickets of all classes are



A BAZAAR, KEIJŌ (SEOUL)

issued at a reduction as shown below. The tickets are available within the periods provided for, regardless of the number of times used.

Availability \ Mileage	under 10 m.	under 20 m.	20 m. & over
One month	10 %	15 %	20 %
Three months	20 %	25 %	30 %
Six months	30 %	40 %	50 %



A QUEEN'S TOMB NEAR KEIJŌ (SEOUL)



COSTUMES OF NATIVE WOMEN

Return Tickets

Return tickets are issued at a reduction of 20% between principal stations on the Chōsen Railway lines and those on the lines of the Imperial Government Railways of Japan.

Discount Tickets for Passengers in Parties

For a party not less than 25 persons travelling in the same train over a distance not less than 20 miles in a single trip, the fares may be discounted as follows :—

No. of Persons	Mileage	under 50 m.	under 200 m.	200 m. & over
25—50		20 %	25 %	30 %
50—100		22½ %	27½ %	32½ %
100—200		25 %	30 %	35 %
200—300		27½ %	32½ %	37½ %
300—500		30 %	37½ %	40½ %
over 500		35 %	42½ %	50 %



MARKET AT TAIKYŪ

Free Luggage

Passengers are allowed the following quantities of personal luggage free of charge :—

100 kin (about 133 lbs.) for a 1st class passenger

60 „ („ 80 „) „ „ 2nd „ „

30 „ („ 40 „) „ „ 3rd „ „

All excess luggage will be charged according to the ordinary rates for parcels, as follows :—

Ordinary Rates for Parcels

Mileage Weight	under 50 m.	„ 100 m.	„ 150 m.	„ 200 m.	„ 300 m.	„ 400 m.	„ 500 m.	„ 700 m.	700m. & over
1 kin	7	7	7	7	7	7	7	7	8
2 „	7	7	7	7	8	9	10	12	13
3 „	7	7	8	9	11	13	14	16	18
4 „	7	9	10	12	14	16	18	21	23
5 „	8	10	12	14	17	20	22	25	28
6 „	9	12	14	16	20	23	26	30	33
7 „	10	13	16	18	22	26	30	34	38
8 „	11	15	18	21	25	30	34	39	43
9 „	12	16	20	23	28	33	38	43	48
10 „	13	18	22	25	31	37	42	48	53
up to 12 „	15	21	25	30	37	43	49	57	63
„ „ 14 „	17	24	29	34	42	50	57	66	73
„ „ 16 „	19	27	33	39	48	57	65	75	83
„ „ 18 „	21	30	37	43	54	64	73	84	93
„ „ 20 „	23	33	41	48	60	71	81	92	103
For every additional 5 kin or frac- tion thereof, to be added	4	6	7	9	11	13	15	18	20

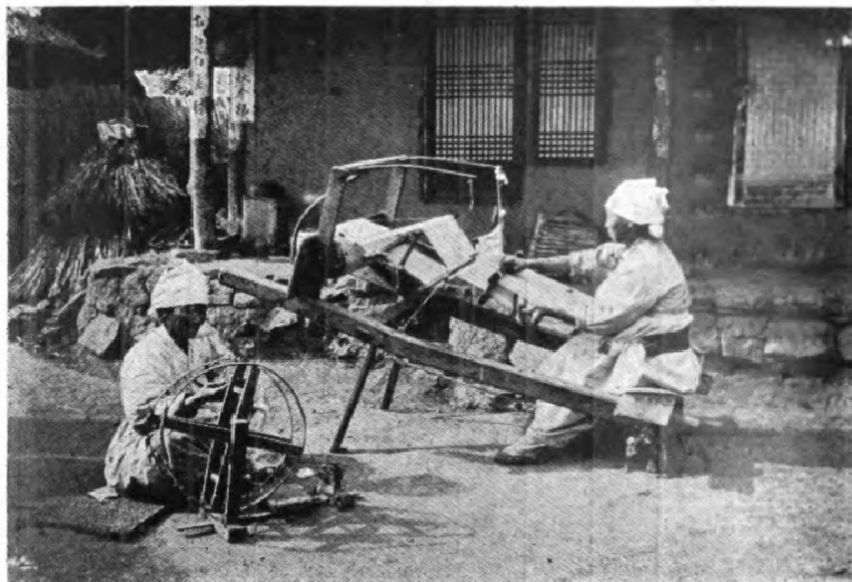


WOMEN AND CHILDREN

Valuable Goods

(Class 1)

Such articles as nickel coins, raw silk, silk goods, etc. are charged according to the ordinary rates for parcels.



WEAVERS AT WORK

(Class 2)

Such articles as gold and silver coins, precious metals in bullion or worked, precious stones and jewelry, gold or silver plated wares, fine art articles, curios, embroideries, musical instruments, spectacles, mirrors, fancy goods, etc. are charged double the ordinary rates for parcels, the minimum charge being 25 sen.

(Class 3)

Such articles as paper money, postage stamps, postal cards, revenue stamps, negotiable bonds and other documents of value are charged as follows :—

Under 50 miles	20 sen per kin
50 to 100 miles	30 „ „ „
For every additional 100 miles or fraction thereof over 100 miles	10 sen per kin.

The minimum charge is 50 sen



FERRY BOATS AND WOMEN BUSY AT WASHING

Bicycles, Perambulators, &c.

Bicycles, perambulators, &c. are charged 2 sen per mile, the minimum charge being 40 sen.

Bicycles accompanying passengers are checked free of charge, one per passenger; this privilege is limited to cases when there is no other luggage checked free.

Small Animals

Small dogs and other small animals secured in boxes are charged double the ordinary rates for parcels.



KOREANS DANCING

Dogs

Dogs (small dogs in boxes excluded) are charged as follows :—

Under 50 miles	20 sen per head
50 to 100 miles	35 „ „ „
For every additional 100 miles or fraction thereof over 100 miles	20 sen per head

Dogs allowed to accompany passengers in the carriages are charged double the rates specified above. No charge paid will be refunded in case they are removed into a brake van on account of the complaints made by any other occupants of the same car.

The Railway assumes no responsibility for the food and care of the dogs.



STONE IMAGES IN FRONT OF A KING'S TOMB, NEAR KAIJŌ

Storage

The storage at the rates specified below is charged for luggage, ordinary parcels, peddlers' merchandise, newspapers, magazines which are not claimed within 24 hours after their arrival :—

For every 24 hours or fraction thereof per package :—

Under 30 kin.....2 sen

30 kin to 100 kin.....4 „

Over 100 kin.....6 „

Besides, storage for articles such as valuable goods, bicycles, etc. which are not claimed within 24 hours after their arrival, is charged according to their special rates.

MISCELLANEOUS

Ticket Agencies

Messrs. Thos. Cook & Son and the International Sleeping Car & Express Trains Company.

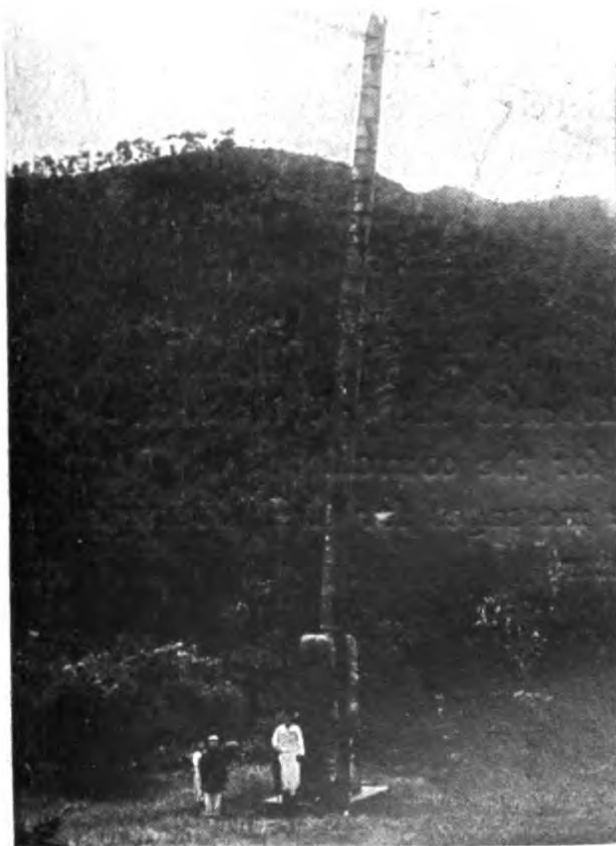


TABACCO-PIPE PEDDLERS

Inquiry Offices

Inquiry offices are provided at the principal stations on the line for information regarding the service of trains, selection of routes, con-

nections at junctions, passengers' fares, luggage, parcels, goods rates, etc.



AN ANCIENT IRON LANTERN PILLAR

Cloak Rooms

Cloak room service is rendered at the stations mentioned below :—

Fusan	Sōryō	Fusanchin	Sanrōshin
Taikyū	Taiden	Suigen	Yeitōho
Ryūzan	Nandaimon	Seidaimon	Jinsen
Kaijō	Shimbaku	Kōshū	Heijō
Chinnampo	Shin-anshū	Teishū	Sensen
Shingishū	Kenjiho	Masan	

Passengers may deposit luggage or other articles under 100 kin (about 133 lbs.) in the cloak rooms, the charge per piece for every 24 hours or fraction thereof being as under :—

Up to 30 kin 3 sen

30 to 100 kin 6 „

Bicycles & perambulators...10 „

Luggage or articles deposited in a cloak room will be redeemed upon presentation of checks and payment of storage.

Passengers' Messages

Blackboards are provided at the principal stations for the convenience of persons desiring to leave messages for their friends expected to arrive later.



KOREAN PORTERS

Luggage Porters

Porters are on duty at principal stations for

the conveyance of passengers' luggage within the station compound, the regular rate for each porter being 3 sen, irrespective of weight and number of packages. At Fusan, a porter may be hired to convey luggage from the new pier to the railway station and vice versa, for the sum of 7 sen.

A GUIDE TO THE RAILWAY TRIP

A Trip from Fusan to Keijo (Seoul)

Fusan (Lat. $35^{\circ} 6' N.$, long. $129^{\circ} E.$), the starting point of the Chōsen Railway, is situated on the south-east coast of the peninsula, holding a very important position as the entrance into Chōsen from Japan proper. The well-known Zetsuei-to or "Deer Island" lying in the south-west of the harbour, affords an excellent shelter to the bay. The harbour is spacious and is of sufficient depth to allow the anchoring of large steamers. Ryūtō-zan is a hill standing in the sphere of Fusan and from its eminence a bird's-eye-view of the town may be enjoyed.



FISH MARKET, FUSAN

Since its opening to foreign trade in 1876, this port has made constant progress in every way and at present has a population of 22,000 Japanese and of 16,000 natives. Marine products from the neighbouring seas are collected

here and distributed inside and outside the country.

Fusan is also the dividing point of the east and west coast routes; the former reaching Gensan, Jōshin, Seishin on the east coast; the latter Masan, Moppo, Kunsan, Jinsen (Chemulpo), etc. on the west coast. These seaports can be reached by coasting vessels sailing from here.

The Government offices, several banks, schools, hospitals and other institutions are established here.

Porters wearing red caps are stationed at the pier for the benefit of passengers arriving and departing.

European Hotel :—Fusan Station Hotel under the management of the Chōsen Railway.

Japanese Hotels :—Ōike, Moriya, Naruto, etc.

Fusanchin has a population of 700 Japanese and 12,700 natives.

PLACES OF INTEREST

Tōrai Hot Spring 6 miles to the north-east
Ruins of the Old Castle $\frac{1}{4}$ mile to the south-east
Bongyoji Temple 11 miles to the north-east
Urusan (Town) 34 $\frac{1}{4}$ " " " "

Tōrai Hot Spring can be reached by a light railway starting from here. Its pleasant temperature and the delightful scenery make it an excellent health resort.

Japanese Hotel :— Hōraikwan

Kiho is an important town on the Rakutō River.

PLACE OF INTEREST

Kinkai (Town) $9\frac{1}{2}$ miles to the south-west

Fukkin There is a ferry on the Rakutō River for travellers proceeding to Kinkai.

PLACE OF INTEREST

Tsūdoji Temple $14\frac{1}{2}$ miles to the north-east



JAKUINKWAN (OLD BARRIER) NEAR SANRŌSHIN RAILWAY STATION

Sanrōshin is a junction for the Masan line, and the neighbourhood is rich in agricultural products.

PLACE OF INTEREST

Jakuinkwan (Old barrier) $1\frac{1}{4}$ mile to the east

Masan is a harbour situated on a lake-like bay, well protected by mountains standing in front



A RAILWAY BRIDGE OVER THE RIVER RAKUTŌ ON THE MASAN LINE

and to the rear of the town. It has the highest reputation for its mild temperature and beautiful scenery ; no other place surpasses it as a delightful resort for all seasons of the year.

Population :—5,000 Japanese, 9,000 natives.

Japanese Hotel :—Yoshikawa.



TOWN OF MASAN



PORT OF MASAN

PLACES OF INTEREST

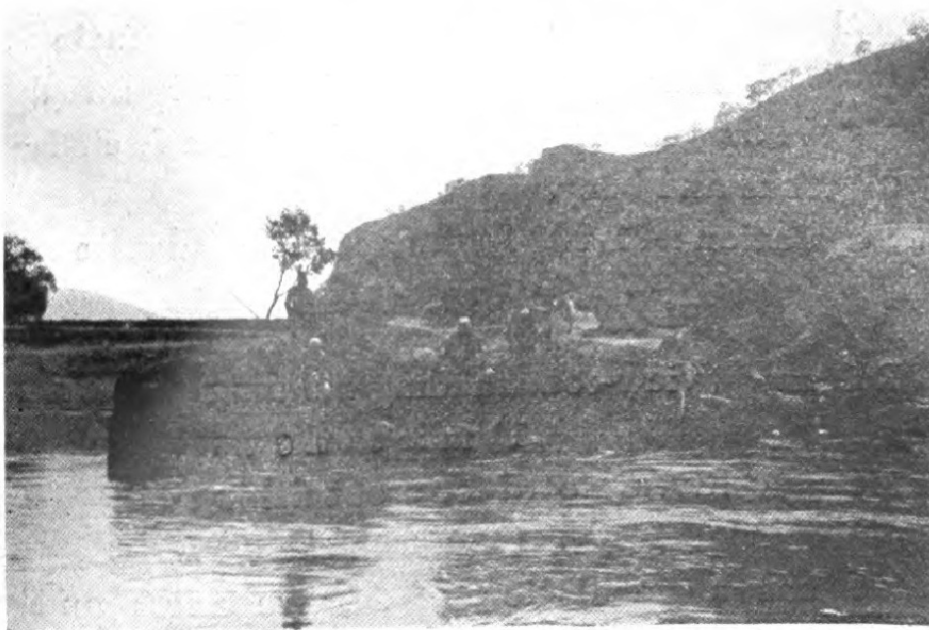
Kyōzanji Temple 5 miles to the north-west

Ruins of Masan Castle

2½ miles to the north-east

Mōko-no-ido (Famous well)

¾ mile to the east



TROUT OR "AYU" FISHING AT MITSUYŌ



TROUT OR "AYU" FISHING AT MITSUYŌ

Shinshū (Town) 33 miles to the west

Getsueidai (Noted place for moonlight views)

$\frac{1}{4}$ mile to the west

Mitsuyō is situated in an extensive plain through which runs a tranquil stream adding greatly to the beauty of the town and presenting a most charming panoramic view. It is noted for trout or "Ayu" fishing. The town itself is prosperous and busy.

Population :—1,000 Japanese, 12,000 natives.

PLACES OF INTEREST

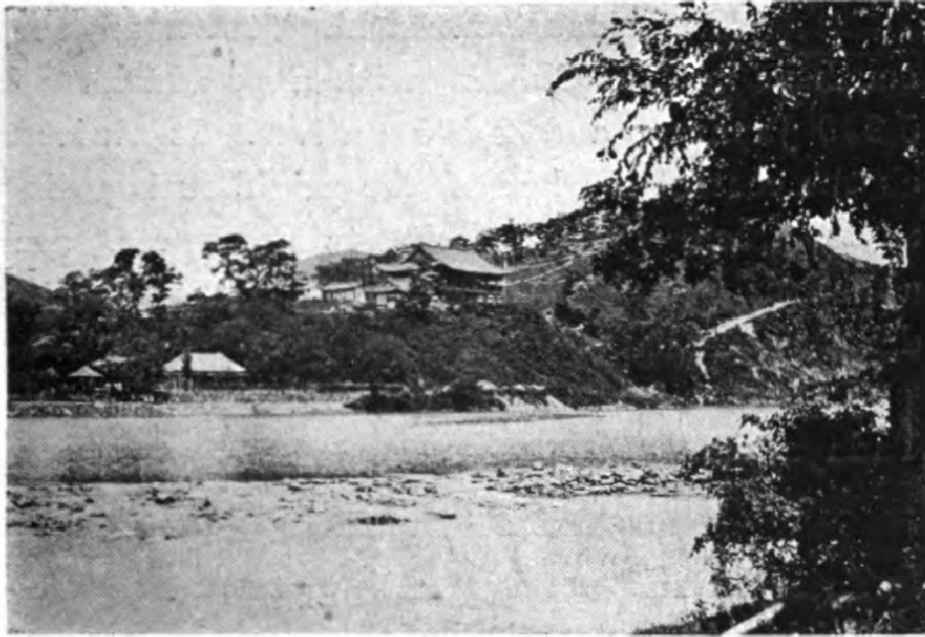
Reinanrō (View-commanding building)

$1\frac{1}{2}$ mile to the west

Mitsuyō River (Noted for trout fishing)

$1\frac{1}{4}$ mile to the west

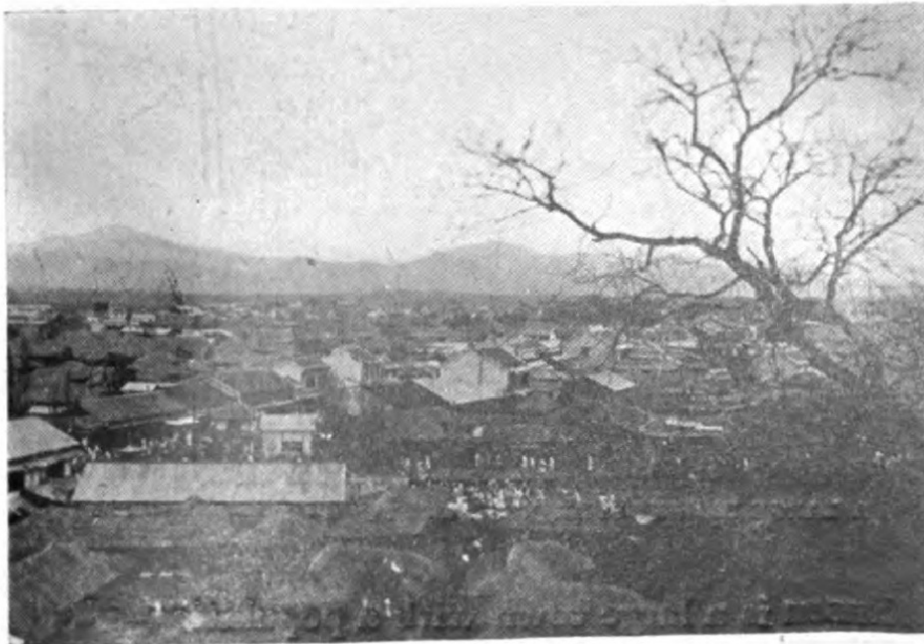
Seidō has a population of 260 Japanese and 5,700 natives.



REINANRŌ (VIEW-COMMANDING BUILDING) NEAR MITSUYŌ

PLACES OF INTEREST

Ruins of Seidō Castle	2½ miles to the west
Yakusui Water-fall	1¼ mile „ „ „
Bunbyō (Ancient pavilion)	2½ miles „ „ „



TOWN OF TAIKYŪ

Taikyū is the most flourishing town in the southern part of Chōsen, with a population of 5,000 Japanese and 2,400 natives. It thrives as the central market of the neighbouring districts where grains, fruit, tobacco, etc. are abundantly produced. Its environs are rich with delightful scenery.

Japanese Hotels:—Taikyū-kwan, Yoshikawa, Tadaa, etc.

PLACES OF INTEREST

Tatsujō Park	$\frac{3}{4}$ mile to the north-west
Keishū (Ancient capital of the Shiragi Dynasty)	39 miles to the east
Geinichi (Town)	48 $\frac{3}{4}$ miles to the east
Antō (Town)	48 miles to the north



A LARGE IRON KETTLE, NEAR RENZAN ON THE KONAN LINE

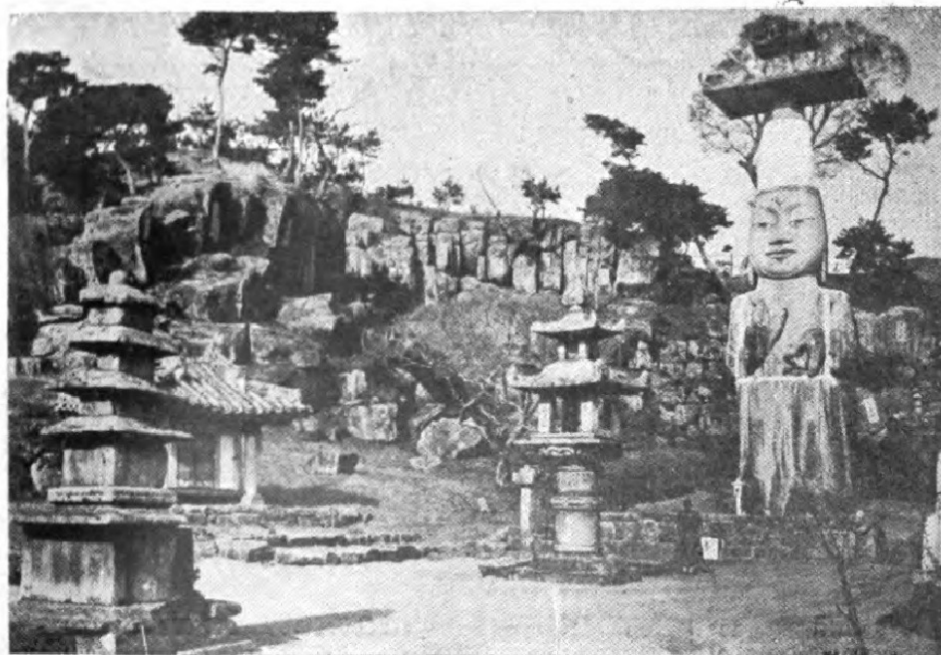
Kinsen is a large town with a population of 600 Japanese and 4,000 natives.

Shūfūrei stands on the highest point—812 feet above sea-level on the Keijō-Fusan line.



PORT OF KUNSAN

Taiden was only a solitary village before the opening of the railway traffic. It has made rapid progress and is now prosperous as a market



A LARGE BUDDHA IMAGE, NEAR RONZAN ON THE KONAN LINE

town. The Konan line which is in course of construction, has been partly completed and traffic is now being operated between here and Kunsan.

Population :—1,860 Japanese, 900 natives.

Japanese Hotels :—Nakagawa, etc.

Fukō is situated on the River Kinko; it flourishes as a trading centre in this locality.

Population :—160 Japanese and 1,800 natives.

Chōchi-in is situated on an extensive fertile plain; it holds an important position as the central market of the neighbouring districts.

Population :—450 Japanese and 1,100 natives.

PLACES OF INTEREST

Chūshū (Town) 41½ miles to the north-east

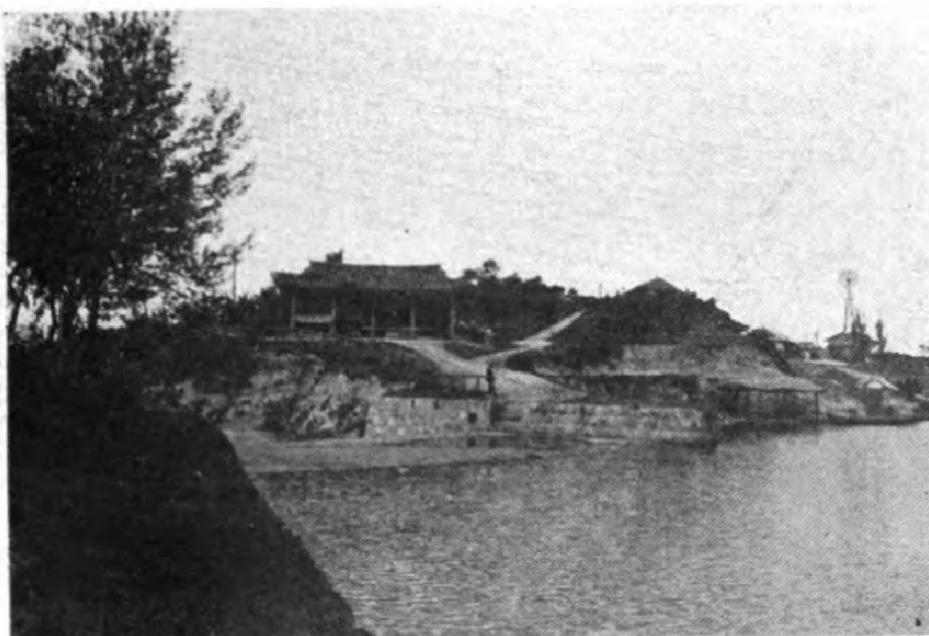
Seishū (Town) 9¾ miles to the east



TOWN OF TAIDEN

Ten-an This is a busy market town. The On-yō Hot Spring can be reached from here.

On-yo Hot Spring. This lucid hot spring contains alkali and its pleasant temperature makes bathing delightful.



A SCENE NEAR SUIGEN

Seikwan is noted as a battle field in the Sino-Japanese War. At a distance of 7 miles from this town, there is a very promising gold mine called Shokusan.

PLACES OF INTEREST

Geppo-zan (A battle field in the Sino-Japanese War) $\frac{1}{2}$ mile to the north-east

Anjō-no-Watashi (A battle field in the Sino-Japanese War) $2\frac{1}{2}$ miles to the north-east

Tompo (Town) 5 miles to the west

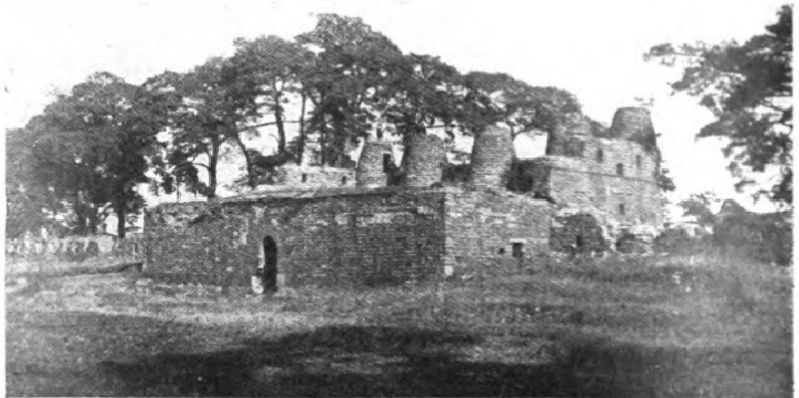
Gasán (Town) 14 miles to the west

Suigen was once the capital of this country. This place has no equal in the land for natural and beautiful scenery. The sloping hill tops and state-



AGRICULTURAL AND INDUSTRIAL MODEL FARM STATION, SUIGEN

ly mountains are adorned with temples and pavilions, from which visitors are enabled to enjoy landscapes of unsurpassing beauty. At a short distance from the railway station stands the Agricultural and Industrial Model Farm Station.



AN ANCIENT ASTRONOMICAL OBSERVATORY, SUIGEN

This is controlled by the Government and maintained for the advancement of agriculture in this country.

Population :— 1,100 Japanese and 11,400 natives.

PLACES OF INTEREST

Hattatsu-zan (A noted hill for beautiful sights)

1 mile to the east

Kwayō-rō (Ruins of a balcony)

$\frac{3}{4}$ mile to the east



SHICHIKEN-SUI (SEVEN SLUICES), SUIGEN

Shichiken-sui (Seven sluices)

$3\frac{1}{2}$ miles to the north-east

Seiren-an (Pavilion)

$2\frac{1}{4}$ miles to the north-east

Kwanzan (Old Imperial mausoleum)

2 miles to the south-west

Model Farm Station

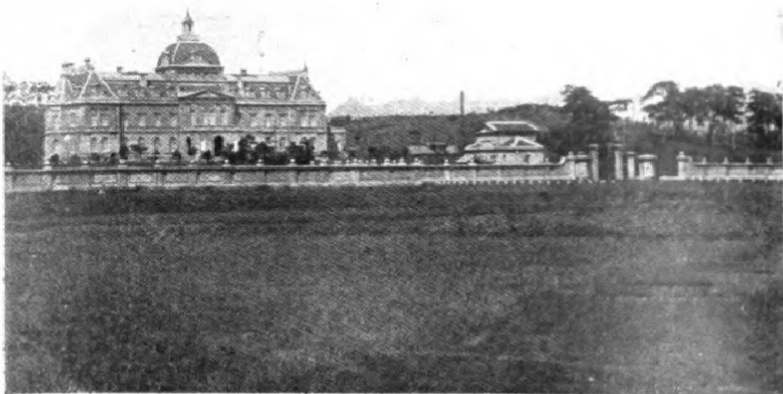
$1\frac{1}{4}$ mile to the west



RAILWAY STATION, RYŪZAN

Yeitōho This is a junction for the Jinsen line. Here passengers for Jinsen coming from the direction of Fusan have to change cars.

Ryūzan where the Keijō-Antung line diverges, is situated about 1 mile from the Nandaimon



OFFICIAL RESIDENCE OF THE GOVERNOR-GENERAL, RYŪZAN

Station (Keijō). This town is the most important trading centre on the bank of the River Kan and has made rapid progress since the Russo-Japanese War. Here stand the head office of the Chōsen Railway, as well as the head quarters of the Army. This town is connected by electric cars with Keijō. The Keijō-Gensan line, now under construction, also diverges from here.



A SCENE ON THE RIVER KAN

Population :— 10,700 Japanese
Japanese Hotel :— Taiyo-kwan

PLACES OF INTEREST

Kōtokuri (Old mausoleum of Tai-inkun, a famous Korean prince)

1 $\frac{1}{4}$ mile to the west

Maho (Town)

2 $\frac{1}{2}$ miles to the west

Kankō (Kan River)

$\frac{3}{4}$ mile to the south



CHERRY BLOSSOMS AT GYŪJIDŌ, NEAR KEIJŌ (SEOUL)

KEIJŌ (SEOUL)

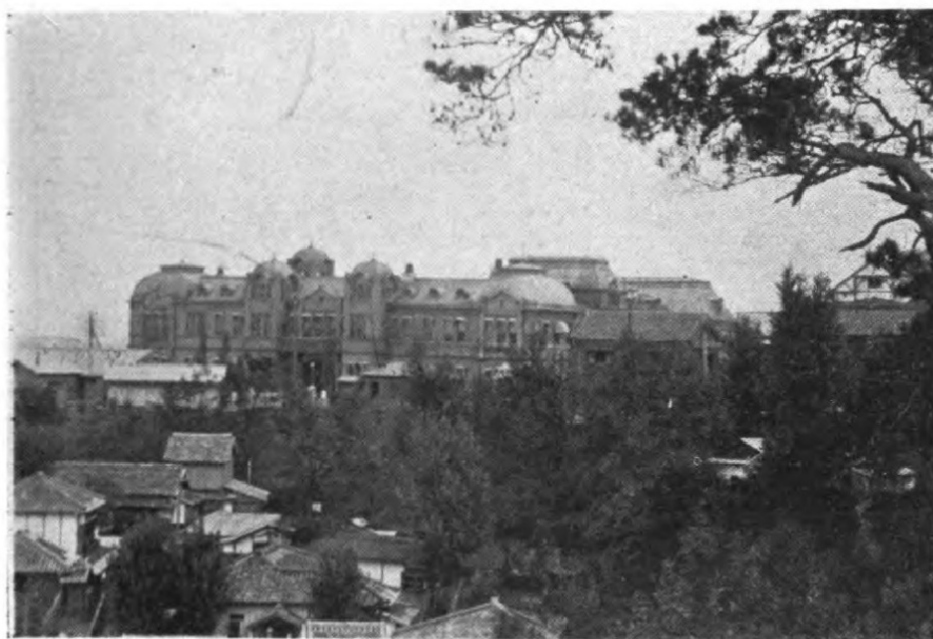
(Lat. 37° 35' N., long. 127° E.)

Keijō is the largest city in Chōsen and was the site of the Imperial Palaces of the Li Dynasty for



A TEMPLE NEAR KEIJŌ (SEOUL)

about 500 years until the annexation of Chōsen to Japan. The city is surrounded by a stone



THE GOVERNMENT-GENERAL OF CHŌSEN, KEIJŌ (SEOUL)

wall which is from 10 ft. to 20 ft. in height, and 14 miles in circumference, with battlements along its entire length. It is pierced by eight gate-



NANDAIMON (SOUTH GATE), KEIJŌ (SEOUL)



BANQUET HALL OF "KEIFUKU" PALACE, KEIJŌ (SEOUL)

ways, solid arches or tunnels of stone, each surmounted by a lofty tower with one, two, or three curved tiled roofs. It has a population of about 40,000 Japanese and about 240,000 natives. The city which is densely populated



FRONT GATE TO "KEIUN" PALACE, KEIJŌ (SEOUL)

and whose streets are always crowded with busy people, affords ample opportunities to visitors desiring to study the country and to see things Korean. There are two railway stations here—Nandaimon and Seidaimon—connected by electric cars which run through the principal streets of the city. The more important station is Nandaimon, where the greater part. of passenger and freight traffic of the city is carried on Seidaimon is a sub-station and is near the settlement and within easy reach of foreign residences, churches,



“ SHŌTOKU ” PALACE, KEIJŌ (SEOUL)

and consulates, thereby forming a convenient entrance into the city for tourists. Shōro (Bell Street) is the principal business street. It is named after the famous colossal bell (10 ft. high and 20 ft. in circumference), which is said to have been cast by the first king of the Li Dynasty when he founded the city. Though no longer



ADMINISTRATION HALL OF "KEIFUKU" PALACE, KEIJŌ (SEOUL)

used, this bell formerly gave the signal at midnight for the gates of the city wall to be closed, after which no traveller was allowed to enter. The principal Japanese street is Chinkō-kai, not far from Nandaimon and at the foot of Nanzan (South Mountain). Various public build-



A PAVILION IN "SHŌTOKU" PALACE GROUND, KEIJŌ (SEOUL)

ings and modern stores which supply almost every necessity, make the residents as well as visitors feel as if they were in Japan proper. The Nanzan Park, at the rear of the Japanese quarters, is a picturesque mountain thickly grown with trees. The views commanded from the park near the Government buildings on the slope of the mountain, have no equal in the city. It is said that Masuda Nagamori, a general under Toyotomi Hideyoshi (a Japanese hero who invaded this country at the end of the 16th century), encamped here during the great expedition, and so the place is called



PAGODA PARK

Wajōdai (Japanese Castle Hill). There remains a marble pagoda in a Buddhist monastery which we now call "Pagoda Park." It was a thirteen storied pagoda, but the three top stories were taken off by the Japanese on the occasion of the

expedition of Hideyoshi and placed on the ground intact. This thing of beauty is said to have been presented to a Korean king by a Chinese



THE BANK OF CHŌSEN, KEIJŌ (SEOUL)

Emperor some 500 years ago. "Shōtoku" Palace is the residence of the former Emperor



THE HOSPITAL OF THE GOVERNMENT-GENERAL
OF CHŌSEN, KEIJŌ (SEOUL)

of Korea. "Keifuku" Palace where the father of the Prince Li resided for 30 years until his removal into "Keiki" Palace, is open to the public and its administration hall, banquet hall, pavilions and gardens are worth seeing. Other places of interest are Seiryōri (the Queen's tomb), "Dokuritsu-mon" or Independence Arch and "Dokuritsu-kwan" or Independence Hall. The Sontag Hotel is capable of giving sufficient ease and comfort to tourists during their stay in Keijō.

European Hotel :— Sontag Hotel

Japanese Hotels :—Hajō-kwan, Tenshin-rō, Keijō Hotel, etc.



PORT OF JINSEN (CHEMULPO) AS VIEWED FROM THE HARBOUR

Jinsen (Chemulpo), the largest open port in Chōsen and gateway to Keijō, was only an insignificant village called Chemulpo until it was opened to foreign trade in 1883. Since the Sino-Japanese and Russo-Japanese Wars, wonderful progress has been made and at present it com-

mands the sea and land traffic of the peninsula. The annual amount of the exports and imports is ¥ 1,672,000 according to the latest statistics. Large ships are compelled to anchor outside the harbour, owing to the swift and strong tide which causes a difference of 30 ft in its ebb and flow, but upon the completion of the harbour



PORT OF JINSEU (CHEMULPO) AS VIEWED FROM A HILL

work which has already been begun, such inconvenience will soon be removed. Beautiful is the panoramic view containing the harbour, the town and its surroundings as well as the islands far and near, as seen from the International Park on the heights. At a short distance from the shore lies "Shō-getsubitō" or Minor Getsubi Island ; it is noted as the site of the first sea battle in the Russo-Japanese War. Although there is nothing but the rolling of waves, yet the famous event which took place in these waters cannot but interest visitors.

Educational institutions and other necessities for Japanese interests are completely provided.

Population :—

11,000 Japanese, 15,000 natives,
2,500 Chinese and 80 Europeans.

Japanese Hotels:—Asahiya, Inada, etc.

European Hotel :—Jinsen Club Hotel



PORT OF JINSEN (CHEMULPO)

PLACES OF INTEREST

International Park	$\frac{1}{4}$ mile to the east
Getsubi-tō (Island)	$\frac{1}{4}$ mile to the west
Daijingū (Shrine):	$\frac{3}{4}$ mile to the east
Kōkwa-tō (Island)	20 nautical miles to the north-west

A Trip from Keijō (Seoul) to Antung

Bunsan on the River Rinshin is a business town situated in an extensive plain, where cereals are grown in abundance.

Population :—100 Japanese and 1,300 natives

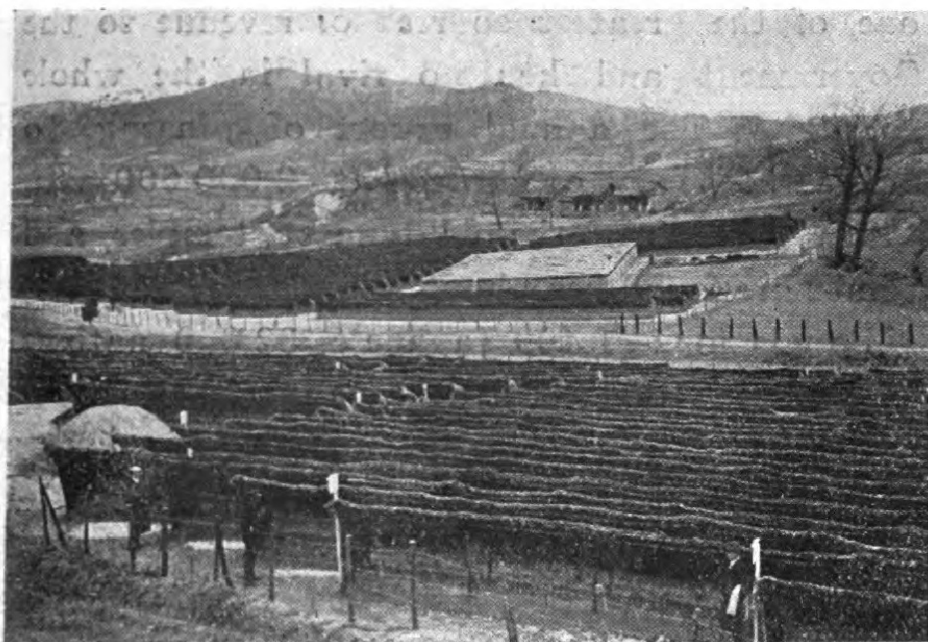


BOKUEN WATER-FALL, NEAR KAIJŌ

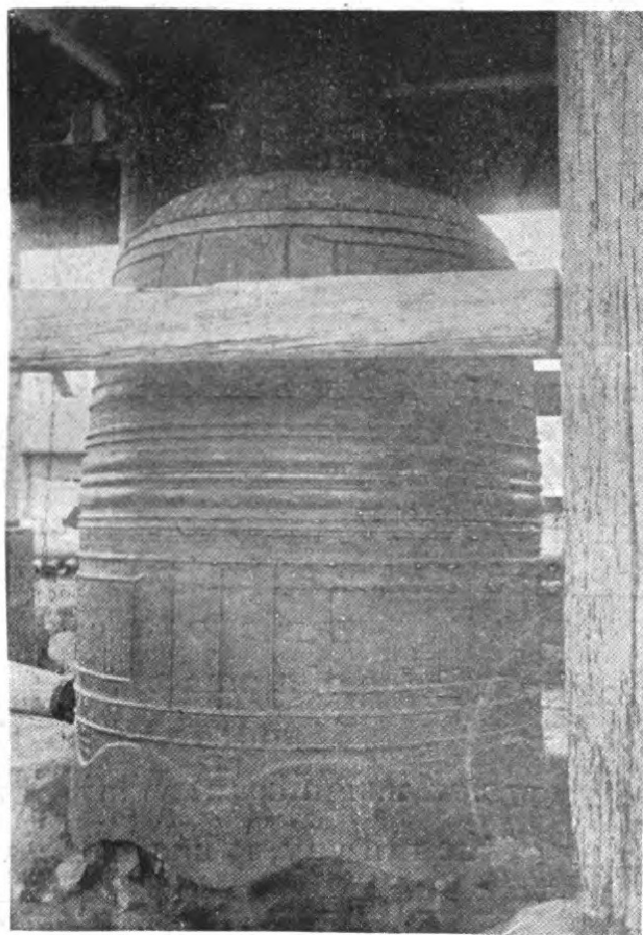
PLACES OF INTEREST

Taiheiji Temple 7½ miles to the south-east
Daitokuri (New mausoleum of Tai-inkun, a famous Korean prince) 2 miles to the north.

Kaijō was the seat of the Kōrai Dynasty. It is now chiefly in ruins but bears witness to the former greatness of the city and is still the important town between Keijō and Heijō. The making of a peculiar earthen-ware called “Kōrai-yaki” is one of the oldest arts in this city. This locality suited for ginseng cultivation, is



GINSENG PLANTATION, KAIJŌ

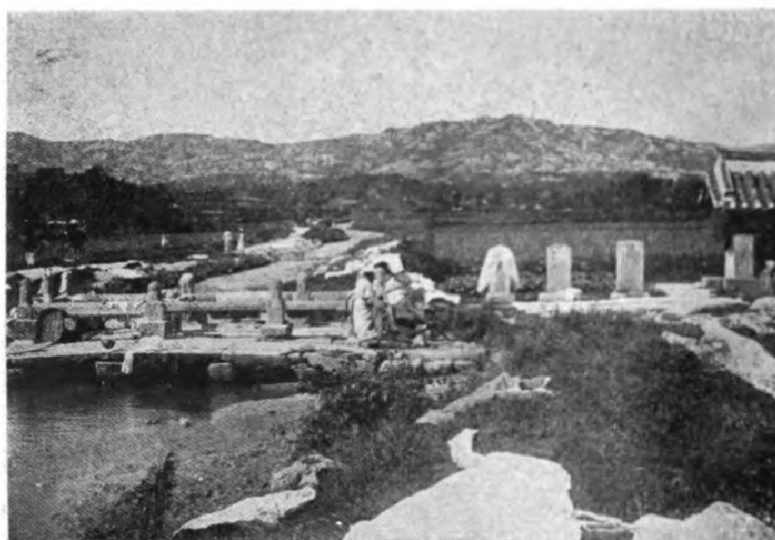


AN ANCIENT BELL, KAIJŌ

one of the greatest sources of revenue to the Government and has no rival in the whole country. The annual export of ginseng to China alone is estimated at 2,000,000 yen. Many remains of the old dynasty, temples, and tombs are found hereabout.

Population :—1,400 Japanese, 32,000 natives

Japanese Hotel :—Kaiwa-kwan.



ZENCHIKU-KYŌ, HISTORICAL BRIDGE NEAR KAIJŌ

PLACES OF INTEREST

Bokuen Water-fall $7\frac{1}{4}$ miles to the north

Zenchiku-kyō (Historical bridge)

1 mile to the east

Keitoku-kyū (Ruins of a palace)

$1\frac{1}{4}$ mile to the south-east

Shimbaku was an insignificant village, but since the opening of the railway, it has made wonderful progress and advancement. It has a population of 600 Japanese and 3,000 natives.

Shari-in is located in an extensive fertile plain through which the River Sainei flows and offers the facility of river transportation. The Sainei (Chairyung) iron mine is situated near here. This place is famous for its extra fine rice.

Population :—320 Japanese and 1,200 natives

PLACES OF INTEREST

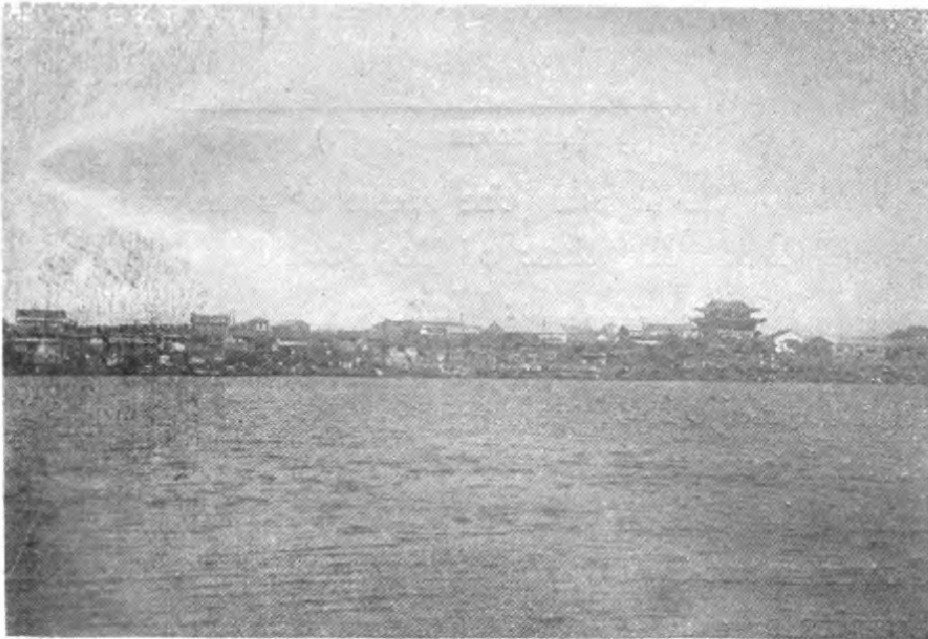
Keiganji Temple	1 mile to the south
Sainei (Town)	22 miles to the west

Kōshū is the junction for the Kenjiho line; agricultural products are plentiful in its neighbourhood.

Population :—400 Japanese and 5,740 natives

PLACE OF INTEREST

Ruins of Kōshū Castle. 2½ miles to the east
Kenjiho, the terminus of a branch line from Kōshū on the main line, is a harbour town. It is



TOWN OF HEIJŌ AS VIEWED ACROSS THE RIVER DAIDŌ

situated on the left bank of the River Daido. The water is sufficient for the anchorage of ships of 4,000 tons.

Population :—600 Japanese.

Heijō (Pyong-yang), the second greatest city in Chōsen and a junction of the Heijō-Chinnampo line. The River Daidō runs along the city and the great open plain lies in front, giving the city a prominent position. This city is well-known

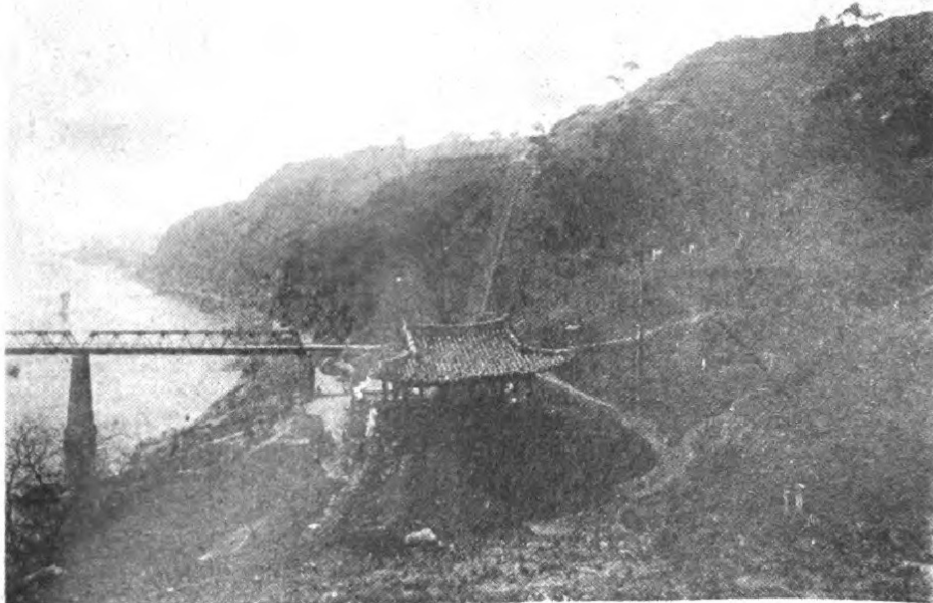


DAIDŌMON (HISTORICAL GATE), HEIJŌ

in history, as it was the scene of many battles fought from the time of Toyotomi's expedition until the Sino-Japanese War. The city and vicinity are noted for their fine scenery and historical relics. Heijō is of great importance in agricultural and commercial interests, and anthracite is mined in this place under the control of the Government-General. Several banks, schools, hospitals and other government institutions are established here.



OTSUMITSUDAI, HEIJŌ



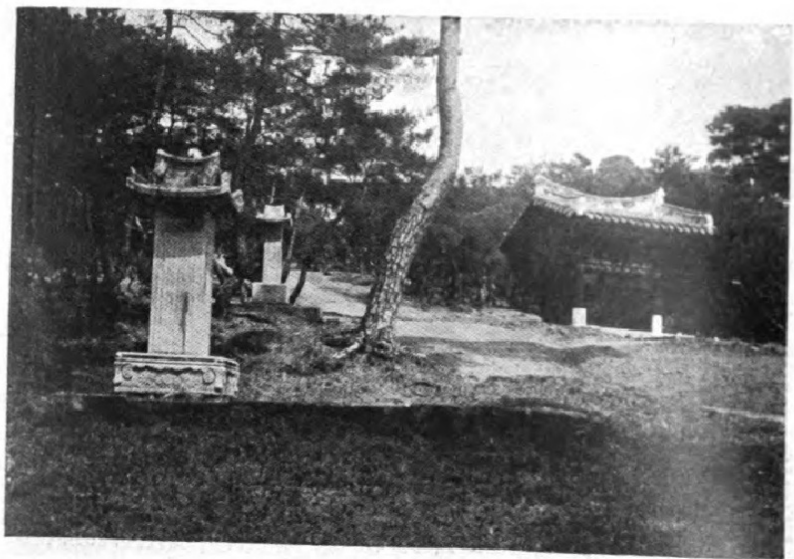
BOTANDAI AND OTSUMITSUDAI, HEIJŌ



BOTANDAI, HEIJŌ

Population:— 7,300 Japanese and 33,200 natives.

Japanese Hotels:— Yanagiya, Mine, Sakuraya, etc.



A KING'S TOMB, HEIJŌ

PLACES OF INTEREST

Daidōmon (Historical gate)

2 miles to the north-east

Senkyōri (A battle field in the Sino-Japanese War)

2½ miles to the north-east

Botandai (A battle field in the Sino-Japanese War)

3 miles to the north-east

Otsu Mitsudai (A battle field in the Sino-Japanese War)

3 miles to the north-east

Chinnampo This is an important intermediate port for all the liners and coasting vessels on the west coast. The town is located on the right bank of the River Daidō, ten miles distant from the mouth. The harbour is deep enough to allow the anchorage of large ships. A railway line measuring 35 miles recently completed, leads to Heijō and facilitates traffic between different places on the trunk line and Chinnampo.

Population :— 4,000 Japanese and 7,000 natives.

Japanese Hotels :— Meigetsu, Asahi-kwan, Fusō-kwan, etc.

Shin-Anshū is a town which has become prominent since the opening of the railway and at present the traffic is quite extensive. Unzan Gold Mines which are worked by Americans are situated at a distance of 63 miles from here.

Population :— 200 Japanese, 4,400 natives.

PLACES OF INTEREST

Anshū (Town) 5 miles to the north-east

Neihen (Town) 31 miles to the north

PORT OF CHINNAMPO



Unzan Gold Mine 48 miles to the north

Teishū which underwent terrible losses from fires during the Sino-Japanese War, then sank into a hopeless condition, but at present is rapidly recovering.

Population :— 340 Japanese, 1,900 natives.

Tōrin This is a small town, but many noted places of interest are found in the neighbourhood.

PLACES OF INTEREST

Kenzan (Castle ruins) 2 miles to the south

Ruins of Tōrin Castle $2\frac{1}{2}$ miles to the north

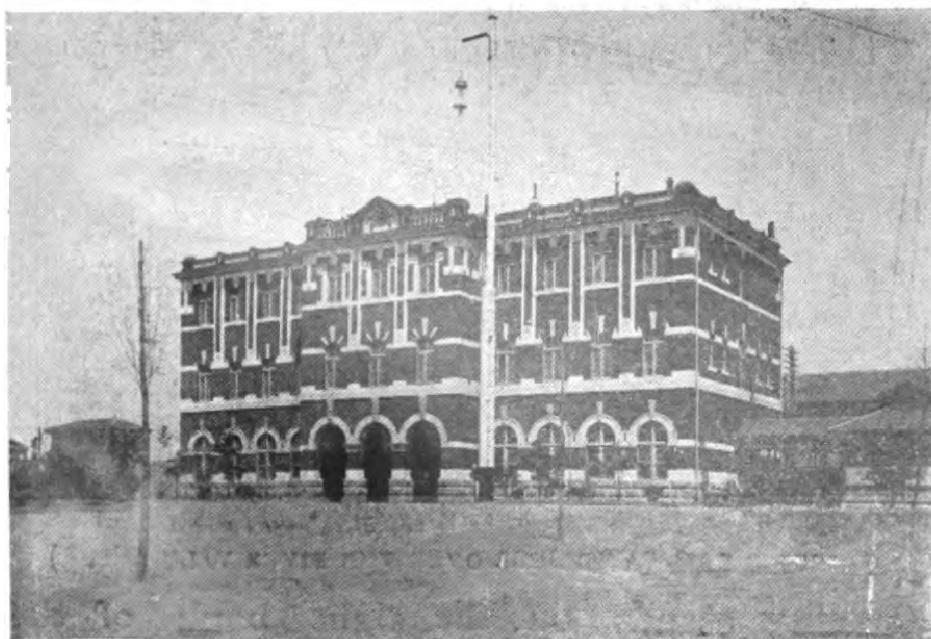
Tōrin Water-fall $2\frac{1}{2}$ miles to the north

Hakuba

PLACE OF INTEREST

Ruins of Hakuba Castle $3\frac{3}{4}$ miles to the north

Shingishū diagonally opposite to Antung is situated on the Yalu River. This town has rapidly



RAILWAY STATION, SHINGISHŪ

developed since the opening of railway traffic and the Japanese population has increased to 4,000. The construction of the swinging bridge spanning the River Yalu, measuring 3,098 ft. in length and 37 ft. in width, has already been completed by the Railway Bureau of the Government-General of Chōsen.

European Hotel :— Shingishū Station Hotel under the management of the Chōsen Railway.

Japanese Hotel :— Iwata.

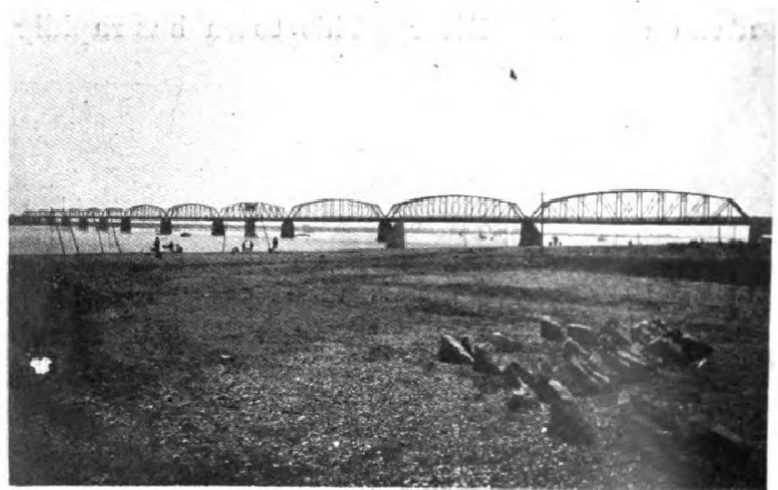
PLACES OF INTEREST

Tōguntei (Famous camping ground)

13 miles to the north-east

Gishū (Town) 11 miles to the north-east

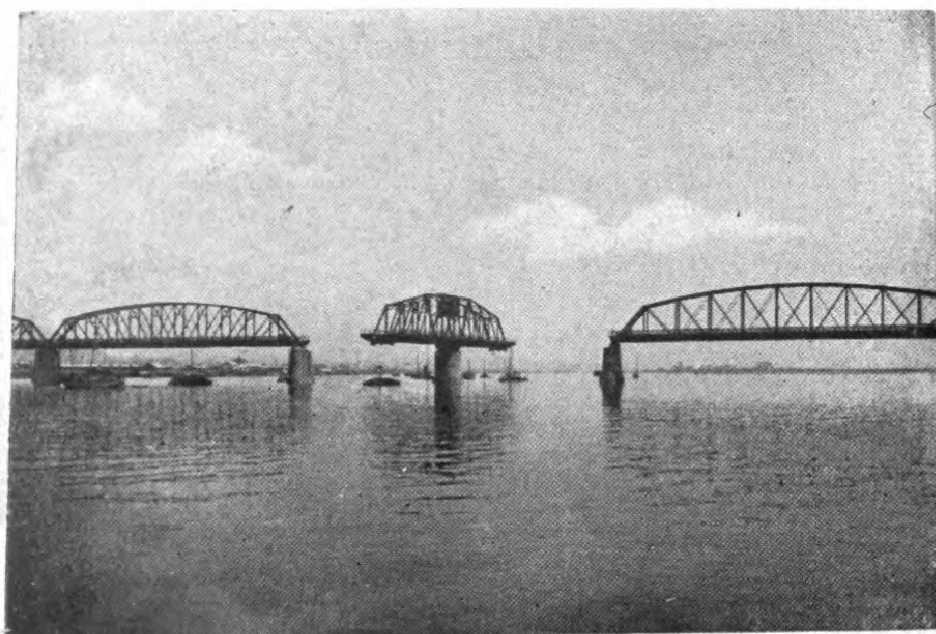
Ryūganho (Port town) 14 miles to the west



SWINGING RAILWAY BRIDGE OVER THE RIVER YALU (No. 1)

Antung stands on the right bank of the River Yalu which divides Chōsen from China.

It is the southern terminus of the Antung-Mukden branch of the South Manchuria Railway and the northern extremity of the Chōsen Railway. On the great River Yalu, numerous junks are employed for the transportation of goods and at high tide it is possible for large ships to navigate for a considerable distance. The



SWINGING RAILWAY BRIDGE OVER THE RIVER YALU (No. 2)

lumber from the upper Yalu, wild silkworm cocoons, beans, bean cakes, furs, etc. from interior districts of Manchuria, are all brought and dealt in here.

Japanese Hotels :— Fukuzumi, Gempō-kwan, etc.

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FARE AND MILEAGE TABLES

AUGUST, 1912

FARE TABLE

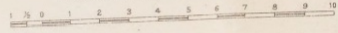
STATIONS	Classes	Fares
Saenburi	1st	1.66
	2nd	1.09
	3rd	.85
Takkyi	1st	2.90
	2nd	1.90
	3rd	1.46
Kham	1st	6.16
	2nd	4.10
	3rd	3.08
Talun	1st	8.62
	2nd	5.70
	3rd	4.28
Chobai	1st	10.70
	2nd	7.09
	3rd	5.30
Tan-an	1st	11.10
	2nd	7.37
	3rd	5.54
Sekwan	1st	12.45
	2nd	8.27
	3rd	6.20
Saigon	1st	13.85
	2nd	9.15
	3rd	6.85
Yokoh	1st	15.25
	2nd	10.00
	3rd	7.50
Rythan	1st	16.65
	2nd	10.80
	3rd	8.10
Nan-lan	1st	18.05
	2nd	11.60
	3rd	8.70
Soldam	1st	19.45
	2nd	12.50
	3rd	9.40
Chobai	1st	20.85
	2nd	13.40
	3rd	10.10
Jimn	1st	22.25
	2nd	14.30
	3rd	10.70
Kajp	1st	23.65
	2nd	15.10
	3rd	11.30
Shinbaku	1st	25.05
	2nd	15.90
	3rd	11.90
Shi-in	1st	26.45
	2nd	16.70
	3rd	12.50
Kohi	1st	27.85
	2nd	17.50
	3rd	13.10
Hajp	1st	29.25
	2nd	18.30
	3rd	13.70
Shi-an	1st	30.65
	2nd	19.10
	3rd	14.30
Talun	1st	32.05
	2nd	19.90
	3rd	14.90
Kham	1st	33.45
	2nd	20.70
	3rd	15.50
Shinghit	1st	34.85
	2nd	21.50
	3rd	16.10
Anung	1st	36.25
	2nd	22.30
	3rd	16.70
Muan	1st	37.65
	2nd	23.10
	3rd	17.30
Kohi	1st	39.05
	2nd	23.90
	3rd	17.90
Kham	1st	40.45
	2nd	24.70
	3rd	18.50
Shi-an	1st	41.85
	2nd	25.50
	3rd	19.10
Talun	1st	43.25
	2nd	26.30
	3rd	19.70
Chobai	1st	44.65
	2nd	27.10
	3rd	20.30
Jimn	1st	46.05
	2nd	27.90
	3rd	20.90
Kajp	1st	47.45
	2nd	28.70
	3rd	21.50
Shinbaku	1st	48.85
	2nd	29.50
	3rd	22.10
Shi-in	1st	50.25
	2nd	30.30
	3rd	22.70
Kohi	1st	51.65
	2nd	31.10
	3rd	23.30
Hajp	1st	53.05
	2nd	31.90
	3rd	23.90
Shi-an	1st	54.45
	2nd	32.70
	3rd	24.50
Talun	1st	55.85
	2nd	33.50
	3rd	25.10
Kham	1st	57.25
	2nd	34.30
	3rd	25.70
Shinghit	1st	58.65
	2nd	35.10
	3rd	26.30
Anung	1st	60.05
	2nd	35.90
	3rd	26.90
Muan	1st	61.45
	2nd	36.70
	3rd	27.50
Kohi	1st	62.85
	2nd	37.50
	3rd	28.10
Kham	1st	64.25
	2nd	38.30
	3rd	28.70
Shi-an	1st	65.65
	2nd	39.10
	3rd	29.30
Talun	1st	67.05
	2nd	39.90
	3rd	29.90
Chobai	1st	68.45
	2nd	40.70
	3rd	30.50
Jimn	1st	69.85
	2nd	41.50
	3rd	31.10
Kajp	1st	71.25
	2nd	42.30
	3rd	31.70
Shinbaku	1st	72.65
	2nd	43.10
	3rd	32.30
Shi-in	1st	74.05
	2nd	43.90
	3rd	32.90
Kohi	1st	75.45
	2nd	44.70
	3rd	33.50
Hajp	1st	76.85
	2nd	45.50
	3rd	34.10
Shi-an	1st	78.25
	2nd	46.30
	3rd	34.70
Talun	1st	79.65
	2nd	47.10
	3rd	35.30
Kham	1st	81.05
	2nd	47.90
	3rd	35.90
Shinghit	1st	82.45
	2nd	48.70
	3rd	36.50
Anung	1st	83.85
	2nd	49.50
	3rd	37.10
Muan	1st	85.25
	2nd	50.30
	3rd	37.70
Kohi	1st	86.65
	2nd	51.10
	3rd	38.30
Kham	1st	88.05
	2nd	51.90
	3rd	38.90
Shi-an	1st	89.45
	2nd	52.70
	3rd	39.50
Talun	1st	90.85
	2nd	53.50
	3rd	40.10
Chobai	1st	92.25
	2nd	54.30
	3rd	40.70
Jimn	1st	93.65
	2nd	55.10
	3rd	41.30
Kajp	1st	95.05
	2nd	55.90
	3rd	41.90
Shinbaku	1st	96.45
	2nd	56.70
	3rd	42.50
Shi-in	1st	97.85
	2nd	57.50
	3rd	43.10
Kohi	1st	99.25
	2nd	58.30
	3rd	43.70
Hajp	1st	100.65
	2nd	59.10
	3rd	44.30
Shi-an	1st	102.05
	2nd	59.90
	3rd	44.90
Talun	1st	103.45
	2nd	60.70
	3rd	45.50
Kham	1st	104.85
	2nd	61.50
	3rd	46.10
Shinghit	1st	106.25
	2nd	62.30
	3rd	46.70
Anung	1st	107.65
	2nd	63.10
	3rd	47.30
Muan	1st	109.05
	2nd	63.90
	3rd	47.90
Kohi	1st	110.45
	2nd	64.70
	3rd	48.50
Kham	1st	111.85
	2nd	65.50
	3rd	49.10
Shi-an	1st	113.25
	2nd	66.30
	3rd	49.70
Talun	1st	114.65
	2nd	67.10
	3rd	50.30
Chobai	1st	116.05
	2nd	67.90
	3rd	50.90
Jimn	1st	117.45
	2nd	68.70
	3rd	51.50
Kajp	1st	118.85
	2nd	69.50
	3rd	52.10
Shinbaku	1st	120.25
	2nd	70.30
	3rd	52.70
Shi-in	1st	121.65
	2nd	71.10
	3rd	53.30
Kohi	1st	123.05
	2nd	71.90
	3rd	53.90
Hajp	1st	124.45
	2nd	72.70
	3rd	54.50
Shi-an	1st	125.85
	2nd	73.50
	3rd	55.10
Talun	1st	127.25
	2nd	74.30
	3rd	55.70
Kham	1st	128.65
	2nd	75.10
	3rd	56.30
Shinghit	1st	130.05
	2nd	75.90
	3rd	56.90
Anung	1st	131.45
	2nd	76.70
	3rd	57.50
Muan	1st	132.85
	2nd	77.50
	3rd	58.10
Kohi	1st	134.25
	2nd	78.30
	3rd	58.70
Kham	1st	135.65
	2nd	79.10
	3rd	59.30
Shi-an	1st	137.05
	2nd	79.90
	3rd	59.90
Talun	1st	138.45
	2nd	80.70
	3rd	60.50
Chobai	1st	139.85
	2nd	81.50
	3rd	61.10
Jimn	1st	141.25
	2nd	82.30
	3rd	61.70
Kajp	1st	142.65
	2nd	83.10
	3rd	62.30
Shinbaku	1st	144.05
	2nd	83.90
	3rd	62.90
Shi-in	1st	145.45
	2nd	84.70
	3rd	63.50
Kohi	1st	146.85
	2nd	85.50
	3rd	64.10
Hajp	1st	148.25
	2nd	86.30
	3rd	64.70
Shi-an	1st	149.65
	2nd	87.10
	3rd	65.30
Talun	1st	151.05
	2nd	87.90
	3rd	65.90
Kham	1st	152.45
	2nd	88.70
	3rd	66.50
Shinghit	1st	153.85
	2nd	89.50
	3rd	67.10
Anung	1st	155.25
	2nd	90.30
	3rd	67.70
Muan	1st	156.65
	2nd	91.10
	3rd	68.30
Kohi	1st	158.05
	2nd	91.90
	3rd	68.90
Kham	1st	159.45
	2nd	92.70
	3rd	69.50
Shi-an	1st	160.85
	2nd	93.50
	3rd	70.10
Talun	1st	162.25
	2nd	94.30
	3rd	70.70
Chobai	1st	163.65
	2nd	95.10
	3rd	71.30
Jimn	1st	165.05
	2nd	95.90
	3rd	71.90
Kajp	1st	166.45
	2nd	96.70
	3rd	72.50
Shinbaku	1st	167.85
	2nd	97.50
	3rd	73.10
Shi-in	1st	169.25
	2nd	98.30
	3rd	73.70
Kohi	1st	170.65
	2nd	99.10
	3rd	74.30
Hajp	1st	172.05
	2nd	99.90
	3rd	74.90
Shi-an	1st	173.45
	2nd	100.70
	3rd	75.50
Talun	1st	174.85
	2nd	101.50
	3rd	76.10
Kham	1st	176.25
	2nd	102.30
	3rd	76.70
Shinghit	1st	177.65
	2nd	103.10
	3rd	77.30
Anung	1st	179.05
	2nd	103.90
	3rd	77.90
Muan	1st	180.45
	2nd	104.70
	3rd	78.50
Kohi	1st	181.85
	2nd	105.50
	3rd	79.10
Kham	1st	183.25
	2nd	106.30
	3rd	79.70
Shi-an	1st	184.65
	2nd	107.10
	3rd	80.30
Talun	1st	186.05
	2nd	107.90
	3rd	80.90
Chobai	1st	187.45
	2nd	108.70
	3rd	81.50
Jimn	1st	188.85
	2nd	109.50
	3rd	82.10
Kajp	1st	190.25
	2nd	110.30
	3rd	82.70
Shinbaku	1st	191.65
	2nd	111.10
	3rd	83.30
Shi-in	1st	193.05
	2nd	111.90
	3rd	83.90
Kohi	1st	194.45
	2nd	112.70
	3rd	84.50
Hajp	1st	195.85
	2nd	113.50
	3rd	85.10
Shi-an	1st	197.25
	2nd	114.30
	3rd	85.70
Talun	1st	198.65
	2nd	115.10
	3rd	86.30
Kham	1st	200.05
	2nd	115.90
	3rd	86.90
Shinghit	1st	201.45
	2nd	116.70
	3rd	87.50
Anung	1st	202.85
	2nd	117.50
	3rd	88.10
Muan	1st	204.25
	2nd	118.30
	3rd	88.70

1847

MAP OF CHOSEN (KOREAN) RAILWAY

1912

SCALE-1:2,370,000.
Statute Miles; 10.-One Degree.



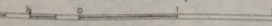
EXPLANATION OF SIGNS

- RAILWAYS OPEN TO TRAFFIC
- - - RAILWAYS UNDER CONSTRUCTION
- TRAMWAYS OR LIGHT RAILWAYS
- LINES OTHER THAN THE CHOSEN RAILWAY
- FERRY SERVICE

CITY OF KEIJO AND ITS SURROUNDINGS.



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